



## TECHNICAL COMMITTEE REPORT TO THE PLANNING COMMISSION

**To:** Planning Commission

**From:** Technical Committee

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**Date:** May 19, 2017

**Project File Number:** LAND-2017-00476

**Project Name:** Bear Creek Design District 1 Zoning Code Amendment

**Related File Numbers:** SEPA-2017-00485

**Applicant:** Brick Road Holdings, LLC

**Applicant's Contact:** Joseph Strobele

**Summary of Recommendation and  
Reasons the Proposal  
Should be Approved:**

In summary, the Technical Committee recommends:

Amend the Redmond Zoning Code to remove the age restriction requiring that residents must be 55+ years of age in the Bear Creek Design District Performance Area 1 (BCDD1) zone, allowing for all-ages multifamily structures. Remove the requirement for a conceptual site plan consistent with a former development proposal. Limit the residential density to 202 dwelling units inclusive of affordable housing density bonuses and limit building height to three stories for the entirety of the BCDD1 zone. Include provisions that enable the .78 acre parcel in the northeast portion of BCDD1 to serve as a transition to the R-6 zoned property to the east. See Exhibit A for the recommended Zoning Code amendment.

The Technical Committee recommends approval of this amendment for the following reasons:

- Allowing all ages multi-family structures is consistent with the intent of Comprehensive Plan policy N-BC-22 to support all ages multi-family housing in this location provided certain conditions are met,
- The proposed maximum density of 202 dwellings will be consistent with residential land use patterns nearby,
- A proposed building height maximum of three stories will be compatible with the scale of existing nearby land uses that are currently one to three stories,
- The proposed amendments include provisions regarding required access and transportation improvements to address transportation impacts associated with the proposed Zoning Code change,
- The project applicant will also provide a community space available for public use which supports Comprehensive Plan policy N-BC-22, and
- The proposal supports Comprehensive Plan policy FW-13 which encourages the redevelopment of properties that are underutilized or inconsistent with the Comprehensive Plan designation.

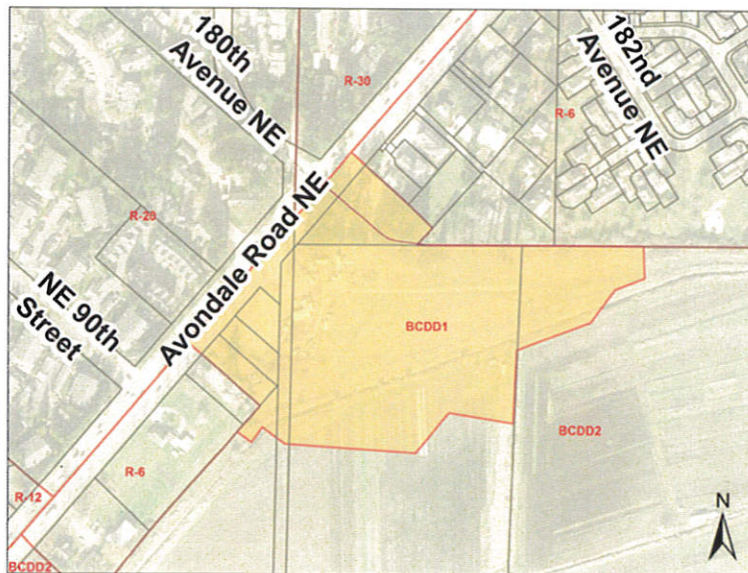
## **I. APPLICANT PROPOSAL**

The applicant proposes to amend the Redmond Zoning Code for the Bear Creek Design District Performance Area 1 (BCDD1) which consists of approximately 9 acres located near the intersection of 180th Ave NE and Avondale Road NE. The amendment proposes to allow all-ages multifamily structures instead of restricting it to seniors (55+) only. The applicant's proposed amendment would also remove the requirement for development to conform to the Conceptual Site Plan that was adopted in 2007, which is currently a requirement under the ordinance that established the design district in 2007. While the proposed amendment would not change the existing 0.8 Floor Area Ratio (FAR), the applicant proposed a maximum unit count for the site of 195 dwelling units, inclusive of affordable housing density bonuses provided pursuant to RZC 21.20 Affordable Housing. Further, the applicant has committed to provide a community space that is available for public use, consistent with Bear Creek Neighborhood Plan Policy N-BC-22. This commitment will be established through a development agreement between the City of Redmond and the applicant.

## **II. BACKGROUND AND REASON FOR THE PROPOSAL**

The Bear Creek Design District (BCDD) was created in 2007 by Council's adoption of Ordinance 2370. The BCDD comprises two "performance areas", or BCDD1 and BCDD2. BCDD1 is the upland portion of the zone. BCDD2 is the lowland portion of the zone and is largely within the 100-year floodplain. The purpose of the zone is to provide development potential on the upland portion of the BCDD in the northwest

portion of the site in order to allow for the permanent protection of Bear Creek, its riparian corridor, and associated wetlands and floodplains (see map).



Ordinance 2370, which created the BCDD land use designation and zone, was the result of a request by Aegis Senior Living to amend the zoning for the area commonly known as the Keller Farm. At the time, Aegis proposed to develop a senior living community with independent living and memory care units, together with onsite housing for staff and services for residents such as banking, dining, and personal services. The Aegis plan clustered the development potential of the entire 126-acre area of the design district onto approximately nine acres that are within Performance Area 1. Ultimately, Aegis dropped the project in 2008; however, the BCDD1 zoning remains which is limited to senior housing for ages 55+ and has the requirement for development consistent with the Aegis site plan.

The property within the BCDD1 zone includes just over eight acres that is in ownership by a private land owner. The remaining .78 acres is owned by the Redmond Water Utility and was acquired to enable construction of a water line across the property. The private land owner within the BCDD1 zone has an access easement option over the Utility owned property for vehicular and pedestrian access between their property and Avondale Road NE at approximately 180<sup>th</sup> Avenue NE. The easement is for the purpose of constructing and using an access street meeting City of Redmond public street standards for access to their property.

In 2011 the City Council adopted a major update to the Bear Creek Neighborhood Plan with input from a citizen advisory committee and others in the neighborhood. Recognizing that the existing BCDD zoning is obsolete in the absence of a proposal by Aegis, the Neighborhood Plan identified potential changes to the zoning that should be considered and criteria that should be met before changing zoning regulations. Bear Creek Neighborhood Plan policy N-BC-22 expressly considers the possibility of multifamily land use in this area when a number of conditions are met, including



requiring the majority of the site under one ownership, having a single access point from Avondale Road or to another single access, that the development provides a way for future adjacent redevelopment to use the same vehicular access point to Avondale Road, and that a rezone proposal must include the provision of an indoor gathering place for the general public. Policy N-BC-50 also supports additional public gathering places within the neighborhood.

In 2013, the City initiated an amendment to the Zoning Code for the BCDD1 zone to enable the potential for other residential land uses on the site. Proposed changes to the zoning regulations included proposed amendments to:

- Eliminate the requirement to conform to the 2007 Aegis site plan as identified in Ordinance 2370
- Remove the requirement for senior housing, aged 55 years and older and allow all-ages multifamily at the same development capacity
- Modify building setbacks to allow greater flexibility but retain the requirement to step back buildings from Avondale Road
- Reflect neighborhood plan policies related to street and trail connections, including street connection at 180<sup>th</sup> Avenue NE and Avondale Road
- Require physical demarcation of Performance Areas 1 and 2 with appropriate fencing
- Prohibit permanent intrusion of structures such as parking garages, basements or similar structures into groundwater
- Remove language in the regulations that addresses requirements already covered in the Redmond Zoning Code, such as affordable housing. (The language existed prior to the adoption of the Bear Creek Neighborhood Plan in 2011 that requires affordable housing for the neighborhood similar to other neighborhoods in the City), and
- Delete language which allows the measure of maximum height of a structure from the finished grade of a parking structure.

The existing Bear Creek Design District 1 zone permits a 0.8 Floor Area Ratio (FAR). This was developed with the 2007 Aegis site plan to accommodate the variety of building types anticipated with that development, including a main building and separate residential units (“cottages”) for employees, residents and family members. The FAR allowed a great deal of design flexibility for a campus-style senior residential facility that was relatively low in scale and spread out over the site. The Aegis proposal did not maximize the potential capacity of the site and included a total of 155 units, or an approximate FAR of 0.6 on the site.

The City-initiated amendment in 2013 did not propose to change the 0.8 FAR. For analysis purposes of potential transportation and other impacts, the potential number of multifamily residential units that was calculated for the site was over 300 dwellings, with assumptions regarding average unit sizes and required area for access and parking. In 2014, Planning Commission review and public testimony for this amendment indicated

significant concerns with the potential number of units and potential negative impacts to land use character, traffic, schools, and the adjacent shoreline/wetland environment. In addition, the City received an appeal of the SEPA determination of non-significance. City staff decided to withdraw the proposal from further consideration at that time.

### **III. RECOMMENDATION**

The Technical Committee recommends approval of the amendment to the Bear Creek Design District Performance Area 1 zoning regulations as shown in Exhibit A. A change to the BCDD1 zone to allow all-ages multifamily residential use is appropriate particularly with a cap on the number of residential units allowed on the site. A multifamily land use within this zone is consistent with Bear Creek Neighborhood Plan policy N-BC-22 when specific conditions are met as described in the policy. In addition, future multifamily land use will be compatible with surrounding land uses with the unit maximum.

A lower density with reduced height limits to three stories on the site is consistent with Multi-family Urban land uses on the west side of Avondale Road, meets the intent of Comprehensive Plan policy, has greater compatibility with surrounding land uses and will result in fewer negative impacts to traffic than a 2013 zoning code amendment in which no limit on the number of units was proposed, other than the existing Floor Area Ratio (FAR) of 0.8. The Technical Committee's recommended amendments also include a requirement for a new street that connects at 180<sup>th</sup> Avenue NE as shown on Map N-BC-1 and construction of a school bus turn out on the west side of Avondale Road NE, south of 180<sup>th</sup> Avenue NE, consistent with the Avondale Corridor Study, completed in 2016.

The Technical Committee recommends a maximum density of 202 dwellings, inclusive of affordable housing density bonuses, for the entirety of the BCDD1 zone. The recommended Zoning Code amendment would allow a maximum of seven units for the .78 acre parcel and define allowed residential unit types for this parcel. Further, the amendment would allow 195 multi-family units for the remainder of the BCDD1 zone, with some allowance for the seven units associated with the .78 acre parcel to be transferred elsewhere in the zone. This approach would enable the smaller parcel to serve as a transition to the R-6 zone property to the east.

The Technical Committee's analysis, findings and conclusions are described below.

### **IV. PRIMARY ISSUES CONSIDERED AND ALTERNATIVES**

#### **A. Primary Issues Considered**

- **Land use compatibility with surrounding development**
- **Potential impacts to traffic and environment**

#### **1. Land Use Compatibility:**

The Multifamily Urban land uses on the west side of Avondale Road are primarily zoned R-20 and R-30 though the actual built density is much lower, ranging from 12 to 25

dwellings per acre. Single family uses to the north of the site are zoned R-6 and are also significantly lower in density. Allowing all-ages multifamily structures is consistent with established land uses on the west side of Avondale Road as well as those anticipated by the Neighborhood Plan under certain conditions. The proposed amendment would allow a maximum built density of approximately 25 dwellings per acre on the eight acres which is privately owned, which is consistent with the majority of the adjacent development on the west side of Avondale Road. See Exhibit B, Achieved Density Map.

The applicant also proposes and the Technical Committee recommends a change to maximum building height limit for this zone from a maximum of four stories to three stories. As a result, structures on the BCDD1 site would be more in scale with the bulk and scale of surrounding development. While the existing height limit for the BCDD1 zone is consistent with Multifamily Urban, R-18 zone height limits (45 feet), the existing developments on the west side of Avondale are generally one to three stories in height. Single family homes to the north do not exceed 35 feet in height and are smaller in bulk.

The applicant has provided a written agreement to establish a development agreement with the City that specifies that the developer will provide an indoor community gathering space that is a minimum of 500 square feet, suitable for meetings or similar gatherings, and that is accessible to the public during the day, evenings and on weekends. The development agreement between the developer and the City would specify that the public access to the indoor gathering space must be maintained for as long as the development exists along with a maintenance plan and other requirements yet to be determined through the agreement.

The recommended Zoning Code amendment would allow a maximum of 195 units for the portion of the property that is privately owned, inclusive of affordable housing bonus. The recommended amendment would allow a maximum of seven units for the .78 acre parcel. Further, it would allow only single-family detached homes north of the planned access easement. South of the planned access easement, the recommended amendment would allow either single family attached homes or multi-family homes, and would allow the seven units to be transferred if the .78 acre parcel is acquired. This approach would enable the smaller parcel to serve as a transition to the R-6 zone property to the east.

## **2. Transportation and the Environment**

### **a. Transportation**

**Access.** The site is located on the east side of Avondale Road and is currently accessed by an unpaved road which previously served on-site tenant farmers. The proposed regulations would require that access be taken from the intersection of Avondale Road and 180<sup>th</sup> Avenue NE, and that a future developer would be required to construct all or a portion of the proposed new public street connection as generally shown on Map N-BC-1 in the Comprehensive Plan.

The BCDD1 zone is located proximate to other multi-family housing though it is located about 0.5 mile from most services. Avondale Road NE is identified in the Transportation

Master Plan (TMP) as a multimodal corridor. Existing transit service has frequencies of between 30 to 40 minutes during most of the day, with increased frequency of approximately 15 minutes in Metro's long range plan. Avondale Road includes dedicated lanes for bicycle use though the Avondale Corridor Study and TMP call for improvements over time to encourage additional bicycle use. The Avondale Corridor Study was completed in 2016 which identified a number of projects to increase mobility for all modes of travel though did not identify funding.

***Summary of impacts and proposed mitigation.*** Transportation impacts resulting from a potential development of 195 multi family dwelling units for all-ages were analyzed by Transportation Engineers Northwest (TENW) and provided to the City on March 17, 2017. Among the analyses was the potential impacts of 195 units compared to a baseline of 155 senior dwelling units as previously proposed in the Aegis development. Elements of the analysis included trip generation, level of service and travel time delays.

- In terms of trip generation, a 195-unit apartment development is estimated to generate 68 additional AM peak hour trips and 86 additional PM peak hour trips when compared to the former Aegis proposal of 155 senior housing units.
- For level of service, the increase in vehicle delays at study intersections along Avondale Road NE with a 195-unit apartment development allowed under the proposed zoning code amendment are not significantly different than the delays with a 155-unit senior housing development allowed under existing zoning.
- A travel time study was conducted along the Avondale Road NE corridor between Novelty Hill Road NE and Union Hill Road NE (1.09 miles). Access to the site is to be provided by the addition of a 4<sup>th</sup> leg to the signalized intersection of Avondale Road/180<sup>th</sup> Avenue NE. The addition of the 4<sup>th</sup> leg would cause some delay in travel time on Avondale Road due to the need to provide more "green time" to the side street movement, thus increasing the "red time" for vehicles on Avondale Road. Nonetheless, the Technical Committee views this as a necessary improvement given the conditions along Avondale Road.

With signalized access to the development, the total travel time on the Avondale Road NE corridor between Novelty Hill Road NE and Union Hill Road NE in the southbound (peak) travel direction during the AM peak hour would be expected to increase by 16 seconds with the 195 apartments when compared to the 155-unit senior housing scenario. The total travel time on the Avondale Road NE corridor between Union Hill Road NE and Novelty Hill Road with signalized access during the PM peak hour in the northbound (peak) travel direction would be expected to increase by 18 seconds with the 195 apartments when compared to the 155-unit senior housing scenario. Given the existing congestion experienced today and expected in the future along Avondale Road, staff views these increases in travel times as significant.

- A requirement that the developer construct a bus pullout on the west side of Avondale Road has been included in the proposed amendment due to the additional trips generated and travel time delays in the AM and PM peak from an all ages multifamily development in the BCDD1 zone. The bus pullout will accommodate Lake Washington School District buses south of NE 85<sup>th</sup> Street and will allow the buses to get out of travel lanes, which currently causes additional back up on Avondale Road, particularly in the A.M. peak. The Avondale Corridor Study which was completed in 2016, identified bus pullouts in this area as a means for reducing delays within the corridor.

The traffic analysis for the proposed Zoning Code amendment provides a means to evaluate potential traffic impacts resulting from the proposed zoning amendment to allow all ages multi-family units with a cap in comparison to anticipated impacts under the current zoning which is limited to senior housing and the Aegis site plan. Ultimately, the City would require that an applicant for a future development provide a more detailed Traffic Impact Analysis (TIA) for a development application that would require the analysis of the traffic impacts of a specific project. This TIA would include, but may not be limited to, the following:

1. Scoping and coordination with the City of Redmond
2. Additional evaluation of off-site intersections
3. Detailed evaluation of site access operations
4. Confirmation of frontage improvements
5. Confirmation of traffic mitigation (off-site and/or access-related improvements, and impact fees)

**b. Environment**

The purpose of the larger, approximately 126 acre Bear Creek Design District is to provide development potential on the upland portion of the BCDD in the northwest portion of the site in order to allow for the permanent protection of Bear Creek, its riparian corridor, and associated wetlands and floodplains. A longstanding goal of the City has been to accommodate development in the developable area of the Design District area while protecting the environmentally significant areas. Clustering residential development within the northwest portion or BCDD1 area helps achieve that goal. City regulations allow development within the 100 year flood plain, however compensatory storage for any part of the development within the flood area must be provided elsewhere on site. Approximately one-third of the BCDD1 zone is within the 100 year flood plain; any proposed development that minimizes its impacts within this area will require less on-site storage.

**B. Alternatives:**

1. Maintain the existing BCDD1 zoning but remove the requirement for senior housing as well as the required conceptual site plan; limit the number of allowed units to 195 dwelling units or less inclusive of affordable housing density bonuses, limit height to



three stories and require a bus pull out on the west side of Avondale Road as mitigation for additional traffic delay.

With the current FAR of 0.8 the potential maximum density on the 8+ acre site is about 44 dwellings per gross acre if the requirement to conform to the Aegis site plan was removed. The Technical Committee recommends a maximum number of dwellings to 202 units inclusive of affordable housing density. Also, the applicant proposes and the Technical Committee recommends a change to the existing height limit of 4 stories by limiting buildings to three stories; this would result in buildings that are in scale with other residential uses nearby, which are one to three stories in height. The zoned density for multifamily residences on the west side of Avondale Road in this area is R-12, and a small area of R-18, R-20 and R-30; however the achieved (actual) density ranges from 12 to 25 dwellings per acre.

If the current FAR is kept at 0.8, it would maintain the design flexibility of any proposal. Limiting density to a lower number of units (e.g., 202) with building height limited to three stories would result in greater compatibility with the existing residential land use character of the area. A lower unit total will also result in fewer impacts to traffic and the shoreline environment.

## 2. Rezone BCDD1 to Neighborhood Commercial or a multi-family zone.

Bear Creek Neighborhood Plan policies N-BC-21 and N-BC-22 contemplate rezoning portions of the neighborhood, including BCDD1, to Neighborhood Commercial (NC) or a Multi-Family Urban zone (R-12, R-18, R-20, or R-30). However, there are a number of reasons why a rezone to one of these zones is not appropriate at this time.

Policies N-BC-21 and N-BC-22 are based on the assumption that a rezone request would be initiated by a private party wishing to pursue a NC or Multi-family Urban zone change. Staff has not received an application nor heard interest from anyone wanting to pursue NC during the past several years.

Rezoning BCDD1 to any Multi-family Urban zone (such as R-18, R-20 or R-30) could be possible and compared to the potential density under the proposed zoning of 25 units per acre would allow a density that is either more (30 units per acre) or less (18 to 20 units per acre) than the proposed amendment. A potential drawback to rezoning is that site requirements such as setbacks, height, building coverage and impervious surface maximums are more permissive in these Multifamily Urban zones than the proposed standards for the BCDD1 zone. In addition, the BCDD1 zone includes a number of special provisions targeted to the particular conditions of the site as well as flexibility regarding site design that would not easily be replicated if BCDD1 was rezoned to a Multifamily Urban zone.

## 3. No change.

The BCDD regulations could be kept as is, without any changes. The principal drawback with this approach is that the Zoning Code is very limiting in its current form. In

essence, the code allows Aegis to develop a senior living community consistent with a conceptual site plan that was adopted concurrently with the zoning in 2007. Aegis dropped the proposal years ago and to the best of City staff's knowledge has no plans to revive the project. While another developer of senior housing could develop the property, a new conceptual site plan would need to be created as the concept proposed in 2007 was designed with Aegis as the operator in mind.

Bear Creek Neighborhood Plan goal N-BC-22 speaks to providing housing in this location when certain conditions are met; N-BC-40 also speaks to the provision of affordable housing. No change to the design district results in no advancement of these goals.

The proposed amendment includes additional changes to the BCDD1 zone, such as prohibiting permanent intrusion into the groundwater by parking garages, basements or similar structures – as well as other proposed environmental protections. If there is no amendment, these changes would not be conditions for future development.

## **V. ADDITIONAL SUPPORTING ANALYSIS**

### **COMPLIANCE WITH CRITERIA FOR AMENDMENTS**

Redmond Comprehensive Plan Policy PI-16 directs the City to take several considerations, as applicable, into account as part of decisions on proposed amendments to the Comprehensive Plan.

The following is an analysis of how the Technical Committee recommendation complies with the requirements for amendments. Additional analysis is provided for how the applicant's proposal addresses these requirements.

- 1. Consistency with Growth Management Act (GMA), State of Washington Department of Commerce Procedural Criteria, VISION 2040 or its successor, and the King County Countywide Planning Policies.**

The Technical Committee's recommendation takes into account direction by the GMA, focusing growth as one of the Act's stated goals: "Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner." Also, it supports the GMA goal for providing housing, "Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock."

- 2. Consistency with Redmond's Comprehensive Plan, including the following sections as applicable:**

- a. Consistency with the goals contained in the Goals, Vision and Framework Policy Element.**

One of the eight goals for Redmond contained in the Goals, Vision and Framework Policy Element is, “to emphasize choices and equitable access in housing, transportation, stores and services.” An additional goal states, “[To] support vibrant concentrations of retail, office, service, residential and recreational activity in Downtown and Overlake.”

The Technical Committee’s proposed amendment supports the goal of providing additional housing, as well as Framework policy FW-13 which states that the land use pattern “...Encourages redevelopment of properties that are underutilized or inconsistent with the Comprehensive Plan designation.” FW-13 continues to describe a land use pattern that, “...Provides for attractive, affordable, high-quality and stable residential neighborhoods that include a variety of housing choices.” Further, FW-15 states, “Promote a development pattern and urban design that enable people to readily use alternative modes of transportation, including walking, bicycling, transit and carpools.”

The BCDD1 zone is located proximate to other multi-family housing though it is located about 0.5 mile from most services. Alternative means of travel such as walking and bicycling are provided for along Avondale Road, but it is a congested four lane arterial that is less than “friendly” for these modes, especially at peak times. The Avondale Corridor Study and TMP call for improvements over time to encourage additional bicycle use. Existing transit service along Avondale Road has frequencies of between 30 to 40 minutes during most of the day, with increased frequency of approximately 15 minutes in Metro’s long range plan.

The Technical Committee’s recommended amendment with a unit maximum of 202 units would support the addition of housing, which is located in an area generally characterized by existing multifamily housing that is similar in overall density.

**b. Consistency with the preferred land use pattern as described in the Land Use Element.**

Comprehensive Plan policy FW-3 describes the objectives for Redmond’s preferred land use pattern. While much of Redmond’s housing is intended to be focused in Downtown and Overlake, FW-3 also speaks to providing for redevelopment of properties that are underutilized and having a variety of housing choices. The Technical Committee’s proposal supports the addition of housing and affordable housing and also supports Bear Creek Neighborhood Plan policy N-BC-22 which anticipates a multifamily land use in this location when certain conditions are met.

**c. Consistency with Redmond’s community character objectives as described in the Community Character/Historic Preservation Element or elsewhere in the Comprehensive Plan.**

The maximum number of dwelling units proposed by the applicant would result in a potential built density of approximately 25 dwellings per acre,

which is consistent with the surrounding area. Also, the existing developments on the west side of Avondale are generally one to three stories in height and single family homes to the north do not exceed 35 feet in height; both of which are consistent with the applicant's proposed height limit of three stories.

**d. Consistency with other sections including the Transportation Element as applicable.**

The Technical Committee recommendation supports Housing Element policy HO-11: "Encourage the development of a variety of housing types, sizes and densities throughout the city to accommodate the diverse needs of Redmond residents through changes in age, family size and various life changes..." as well as HO-15, "Ensure that new development is consistent with citywide and applicable neighborhood goals and policies, including but not limited to sustainable site standards, landscaping requirements, building design guidelines and affordability."

The Technical Committee recommendation also supports Transportation Element policy TR-4, which in part calls for requiring that properties be conveniently accessible from streets and for improving street connections.

**3. Potential general impacts to the natural environment, such as impacts to critical areas and other natural resources, including whether development will be directed away from environmentally critical areas and other natural resources.**

New residential development occurring as a result of the proposed amendment may cause impacts to the natural environment. However, the stated purpose of the BCDD1 zone as it was created in 2007 is to allow development in the northwest corner of the site and "to provide for the permanent protection of Bear Creek, its riparian corridor, and associated wetlands." Methods for protection of the environment have been incorporated into the requirements of the zone, such as relocation and daylighting Perrigo Creek. Buildings are required to be designed to achieve LEED, BuiltGreen, or other similar green building specifications, and site design must incorporate low-impact development technologies to the extent feasible. In addition, any future project will be subject to the City's environmental regulations including for critical areas.

**4. Potential general impacts to the capacity of public facilities and services. For land use related amendments, whether public facilities and services can be provided cost-effectively and adequately at the proposed density/intensity.**

The proposed amendment will impact the capacity of public transportation facilities and services within the Avondale Road corridor. The Technical Committee's recommended amendment for a maximum of 202 dwellings with a height limit of three stories will have less impact than previous proposed amendments, but will result in some additional delay for vehicular travel on



Avondale Road, nonetheless. The Avondale Corridor Study which was completed in 2016, identified possible strategies for mitigation of traffic congestion, including creation of bus pullouts, particularly for school bus stops. Consistent with the Study's findings, the proposed amendment would require construction of one bus pullout on the west side of Avondale Road south of 180<sup>th</sup> Avenue NE. In addition, any future development proposal pursuant to the code amendment will require a detailed Traffic Impact Analysis (TIA) and will be subject to the City's transportation standards.

**5. Potential general economic impacts, such as impacts for business, residents, property owners, or City Government.**

The Technical Committee's recommended amendment is intended to allow some development opportunity for multifamily development in the BCDD1 zone, but scaled back to allow greater compatibility for adjacent residences and property owners. Additional housing may result in some increase in demand for goods and services which may have positive benefits to area businesses.

**6. For issues that have been considered within the last four annual updates, whether there has been a change in circumstances that makes the proposed amendment appropriate or whether the amendment is needed to remedy a mistake.**

The amendment was considered in 2014. The applicant has proposed a new amendment that would cap the maximum number of dwelling units, limit the height of structures to three stories and include mitigation for travel time delay.

## **VI. AUTHORITY AND ENVIRONMENTAL, PUBLIC AND AGENCY REVIEW**

### **A. AMENDMENT PROCESS**

RZC Sections 21.76.070.AE and 21.76.050.K require that amendments to the Comprehensive Plan or Zoning Code (except zoning map amendments consistent with the Comprehensive Plan) be reviewed under the Type VI process. Under this process, the Planning Commission conducts a study session(s), an open record hearing(s) on the proposed amendment, and makes a recommendation to the City Council. The City Council is the decision-making body for this process.

### **B. SUBJECT MATTER JURISDICTION**

The Redmond Planning Commission and the Redmond City Council have subject matter jurisdiction to hear and decide whether to adopt the proposed amendment.

### **C. WASHINGTON STATE ENVIRONMENTAL POLICY ACT (SEPA)**

A Determination of Non-Significance and SEPA Checklist will be issued for this non-project action no later than May 26, 2017.

**D. 60-DAY STATE AGENCY REVIEW**

State agencies will be sent 60-day notice of this proposed amendment no later than June 1, 2017.

**E. PUBLIC INVOLVEMENT**

The public has opportunities to comment on the proposed amendment through the Planning Commission review process and public hearing which will be held on June 14, 2017. Public notice of the public hearing will be published in the Seattle Times on May 24, 2017 and listed on the City's website. A neighborhood meeting on the applicant's proposal was held at the Old Redmond Schoolhouse Community Center on December 3, 2015 at which approximately 40 persons attended. Participants raised questions and concerns regarding density and land use character, the need for senior housing, traffic, and potential environmental impacts. Persons attending the 12/3/15 meeting as well as other stakeholders will receive notice of the public hearing

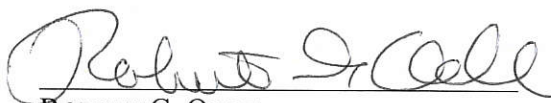
**F. APPEALS**

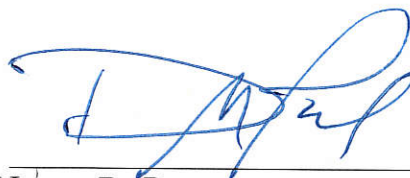
RZC 21.76.070.J identifies Comprehensive Plan Amendments as a Type VI permit. Final action is by the City Council. The action of the City Council on a Type VI proposal may be appealed by filing a petition with the Growth Management Hearing Board pursuant to applicable requirements.

**VII. LIST OF EXHIBITS**

- Exhibit A: Recommended Amendments to the Redmond Zoning Code
- Exhibit B: Vicinity Map with Zoning
- Exhibit C: Achieved Density Map
- Exhibit D: SEPA Threshold Determination to be provided
- Exhibit E: Neighborhood Meeting Summary (December 3, 2015)

**Conclusion in Support of Recommendation:** The Technical Committee has found the recommendation to be in compliance with the Redmond Zoning Code, Redmond Comprehensive Plan, Redmond Municipal Code, and State Environmental Policy Act (SEPA).

  
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Department

  
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